

ARTICLE FOUR

4.04.03(C)- Access, Internal Circulation and Off-Street Parking:

1. In determining whether the criteria of this Section is met, the County Planner shall consult with the Florida Department of Transportation, the County Public Works Director, the County Engineer, and any other relevant County Departments or state and federal agencies as deemed necessary. Driveways and areas for the parking and internal circulation of vehicles shall be located, designed and controlled so as to provide for safe and convenient access to and from adjoining public and private streets and right of ways. The applicant for site plan approval shall provide vehicular access in accordance with Florida's Department of Transportation Standards and as accepted by the Planning Director. Requirements of Article 7 shall be applied for off-street parking and loading. Among factors to be considered shall be the number and location of access drives connecting to adjacent streets, the location and width of driveways and access aisles to parking spaces, the arrangement of parking areas, turning lanes at appropriate locations and means of access to buildings for fire-fighting apparatus and other emergency vehicles.

2. Parking areas and driveways shall be clearly identified and separated from principal pedestrian routes and recreation areas by curbs, pavement markings, planting areas, fences or similar features designed to promote pedestrian safety.

a. Parking lot aisle lane widths shall conform to the following standards:

| Type | Width |
|---------------|---------|
| One Way Aisle | 16 Feet |
| Two Way Aisle | 24 Feet |

These widths may be reduced by two feet should confines of the site dictate or in an effort to achieve another public purpose. The Planning Director may determine that another width is more conducive to public safety.

b. Principle pedestrian routes within a parking lot may be identified using pavement markings, signage or special pavers. In outlying areas of a parking lot or at intersections within a development where hazards may exist such as short sight distance the inclusion of one or more of these features shall be required.

c. The turning radii on all landscape islands shall be at least 4.0' and the turning radii of all internal drives shall be no less than 15'.

d. Direction of travel within a parking lot shall be illustrated with pavement markings or signage as appropriate. Traffic control devices such as stop signs, painted pavement messages and/or pavement markings shall be used to control circulation within the parking lot.

3. Unless provided for on a recorded plat, vehicular access to adjoining minor residential streets shall not be permitted when adequate access is available to collector or arterial roads unless the following conditions are met:

- a. granting the access point will improve safety or traffic circulation along the collector or arterial road for vehicles, pedestrians, and/or bicycles; and,
- b. the access point will not create a safety hazard or significantly impact vehicles, pedestrians, and/or bicycles utilizing the residential street.

When access is granted pursuant to these conditions, improvements to the residential street shall be required in accordance with the impact of the proposed development. These improvements can include, but are not limited to, pavement enhancement and reinforcement, signal retiming and turn lane additions and/or extensions.

4. Turn Lanes Required In Some Instances: Development proposals shall provide - turning lanes as required according to County specifications and shall be coordinated with the Florida Department of Transportation, as appropriate. Volume warrants for turn lanes shall be as follows:

| Roadway | Right Turn | Left Turn |
|----------------------------|--------------------|--------------------|
| State | | |
| 4-lane and 2-lane | 50 peak hour turns | 40 peak hour turns |
| County | | |
| Projected AADT \geq 4000 | 50 peak hour turns | 40 peak hour turns |
| Projected AADT < 4000 | 75 peak hour turns | 40 peak hour turns |

5. In order to reduce turning movements on roadways that have not been designated as an access management corridor in Section 4.02.02(C)17, connections to development sites shall be as shown below. A list of roadways and their functional classifications shall be available from the Planning Director.

| Functional Classification | Connection Spacing |
|---------------------------|--------------------|
| Arterial | 300 |
| Collector | 185 |

- a. If the driveway is a one way in or one way out drive, then the driveway shall have a minimum width of 14 feet and maximum width of 16 feet. All one-way driveways shall have appropriate signage designating the driveway as a one-way connection.
- b. For an unsignalized two-way connection to a public thoroughfare, each lane shall have a width of 12 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall have a minimum area of 75 square feet

and shall be a minimum of 4 feet wide.

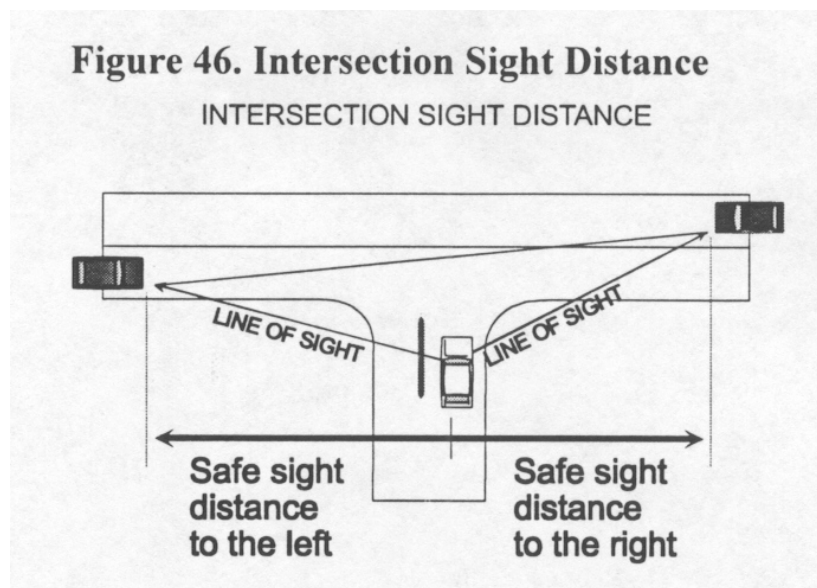
c. Driveways that enter the major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 12 feet width, and one inbound lane with a 12 feet width.

d. Driveway grades shall conform to the requirements of FDOT Standard Index #515, Roadways and Traffic Design Standard Indices, latest edition.

6. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. In order to provide a clear view of intersecting streets to the motorist, there shall be a triangular area of visibility formed by two (2) intersecting streets, or the intersection of a driveway and a street. The following table provides the required sight distance as measured in feet:

| Speed (mph) | Sight Distance (feet) |
|-------------|-----------------------|
| 35 | 470 |
| 40 | 580 |
| 45 | 710 |
| 50 | 840 |
| 55 | 990 |
| 60 | 1150 |

a. Line of sight from a driveway intersection shall be protected. Nothing shall be erected, placed, parked, planted or allowed to grow in such a manner as to materially impede vision between a height of two (2) feet and ten (10) feet above the grade within the sight visibility triangle as depicted in the graphic below. The length of the line of sight shall be determined by the posted speed limit for the roadway as shown in the table above.



Source:
FDOT Site
Impact
Handbook,
April 1997

b. Driveways should not interfere with acceleration or deceleration lanes and tapers. Parking areas shall not interfere with the functional area of the driveway.

c. Driveway radius, width, flair and angle shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the major thoroughfare, but standards shall not be so excessive as to pose safety hazards for pedestrians, bicycles or other vehicles. Driveway radius shall not be less than 25', nor more than 50' unless the Planning Director deems a variation necessary to enhance public safety. Channelizing medians shall be required for two-way driveways with a radius greater than 35 feet and/or with a width of 36 feet or greater.

d. Driveway Throat Length shall be designed in accordance with the standards listed below. The intent of these standards is to prevent vehicles from backing to the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. The measures provided in the table below are to be applied to the principle access to a property and are not intended for minor driveways.

| SIGNALIZED DRIVEWAYS | | UNSIGNALIZED DRIVEWAYS | |
|----------------------------------|------------------------|---------------------------------|------------------------|
| Size of Development | Driveway Throat Length | Size of Development | Driveway Throat Length |
| Greater than 250,000 square feet | 250 Feet | Greater than 50,000 square feet | 65 Feet |
| 200,00 to 249,999 square feet | 200 Feet | 25,000 to 49,999 square feet | 45 Feet |
| 150,000 to 199,999 square feet | 150 Feet | Less than 25,000 square feet | 30 Feet |
| 100,000 to 149,999 square feet | 100 Feet | | |
| Less Than 100,000 square feet | 75 Feet | | |

e. Driveways with directional restrictions, such as right in/ right out driveways shall have raised channelizing islands and appropriate internal directional signage. These channelizing islands shall have a minimum area of 75 square feet and shall be a minimum of 4 feet wide.

f. New driveways on undivided roadways shall be aligned with existing and planned driveways across the roadway if physically possible. If alignment is not physically possible, then the new driveway shall be offset to the maximum extent possible. Minimum offset distances are provided below and should be adhered to unless lot layout along the road frontage makes such distances impossible to meet. In such cases the Planning Director, in consultation with the Engineering Department and the Florida Department of Transportation, if applicable, shall make a determination as to how the driveways shall be configured to optimize safety.

| Roadway Classification | Minimum Offset (in feet) | |
|--------------------------|--------------------------|--------|
| | >45mph | <45mph |
| Principle/Major Arterial | 600 | 300 |

| | | |
|----------------|-----|-----|
| Minor Arterial | 220 | 220 |
| Collector | N/A | 150 |

g. New driveways on divided roadways shall align with existing median openings when feasible.

h. All exit driveways shall have traffic control devices including stop signs, stop bars and double yellow divider lines on the centerline of the driveway as appropriate. All pavement markings shall be made using thermoplastic paint.

7. Emergency Access: In addition to minimum side, front and rear yard setback and building requirements specified in this code, all buildings and other development activities, such as landscaping, shall be arranged on site so as to provide safe and convenient access for emergency vehicles.

8. All development including single family residential construction and driveway construction, connecting to county roads shall obtain a permit from Santa Rosa County prior to construction of a driveway connection.

Failure to obtain a driveway permit prior to construction of any driveway connection or failure to construct a driveway connection in compliance with said permit shall constitute a violation of this ordinance.

Nothing in this section shall be deemed to deny access to any private property.

4.04.03(D) Access Management Corridors: This section shall apply to properties that abut roadways designated in the table below except for projects activities within RR-1, R-1, R-1A, and R-1M Zones and the Agricultural Zones (AG and AG-2) that do not require a site plan or subdivision plat for development. The access classification system and standards of the Florida Department of Transportation shall apply to all roadways on the State Highway System.

| Jurisdiction | Road Number and Name | Segment Limits |
|--------------|------------------------------|---|
| State | | |
| | I-10 (SR8) | Escambia County Line to Okaloosa County Line |
| | US98 (SR30) | Gulf Breeze City Limits to Okaloosa County Line |
| | US90 (SR10) | Escambia County Line to Okaloosa County Line |
| | SR87S | US98 to Yellow River |
| | SR87 | US90 to Whiting Field |
| | SR89 | US90 to SR87 |
| | SR281 (Avalon Boulevard) | US98 to US90 |
| County | | |
| | CR399 (East Bay Boulevard) | US98 to SR87 |
| | CR399 Navarre Beach Causeway | US98 to Gulf Boulevard |

| | | |
|--|-------------------------------------|---|
| | CR197 (Chumuckla Highway) | US90 to CR191 Willard Norris Road |
| | CR197A (Woodbine Road) | US90 to CR197 |
| | CR184A (Berryhill Road) | CR197 to SR89 |
| | CR184 Quintette Road | CR197 to Escambia County Line |
| | CR191 Willard Norris Road | CR197 to SR89 |
| | <u>CR 197A Bell Lane</u> | <u>US90 to Sterling Way</u> |
| | <u>East Spencer Field Road</u> | <u>US90 to North Spencer Field Road</u> |
| | <u>197B West Spencer Field Road</u> | <u>US90 to Berryhill Road</u> |
| | <u>Luther Fowler Road</u> | <u>184A Berryhill Road to CR197 (Chumuckla Highway)</u> |
| | <u>191B Cyanamid/Sterling Way</u> | <u>CR197A (Bell Lane) to SR281 (Avalon Blvd.)</u> |

All properties fronting on roadways that have been assigned an access management corridor designation shall be entitled reasonable access to public thoroughfares. “Reasonable access” means the minimum number of connections, direct or indirect, necessary to provide safe and efficient ingress and egress to roadway. All lots of record or parcels subject to a contract for deed or purchase, as of the respective effective dates of this Section, and fronting on those thoroughfares designated in Table 1, shall be entitled one (1) driveway/connection per parcel on said public thoroughfare(s) provided only that no other reasonable means of access exists.

For purposes of this section, contiguous lots under single ownership shall be considered a single parcel. When subsequently subdivided, either as metes and bounds parcels or as a recorded plat, all access to newly created lots shall be internalized using a shared circulation system, including but not limited to joint or cross access and service drives, via the permitted access connection. The number of connections to the roadway shall be the minimum number necessary to provide reasonable access, not the maximum available for that frontage.

All access to outparcels shall be as direct as possible, avoiding excessive movement across parking aisles and queuing across surrounding parking and driving aisles. All access to outparcels must be internalized using the shared circulation system of the principle development. Outparcels in a master planned development that are served by a private access drive shall provide for joint and cross access, shared parking and pedestrian interconnectivity. In addition, the developer shall make improvements to common driveways in accordance with the development’s impact as needed.

1. Access Management Classification System and Standards

The following access classifications have been assigned to roadways under state and local jurisdiction in accordance with Chapter 14-97, Administrative Rules of the Department of Transportation:

| Class | Connection Spacing | | Roadways Designated |
|-------|--------------------|---------|--|
| | >45 mph | ≤45 mph | |
| 1 | N/A | N/A | ▪ I-10 (SR8) |
| 2 | 1320ft | 660ft | N/A |
| 3 | 660ft | 440ft | <ul style="list-style-type: none"> ▪ SR 30 (US 98) ▪ SR 87 (from US98 to US90 and from SR89 to Whiting Field) ▪ CR197 Chumuckla Highway |
| 4 | 660ft | 440ft | <ul style="list-style-type: none"> ▪ CR399 (East Bay Boulevard) ▪ CR197A Woodbine Road ▪ US90 from eastern Milton City Limits to Okaloosa County Line ▪ CR399 Navarre Beach Causeway ▪ SR87 (from Whiting Field to the Alabama State Line) |
| 5 | 440ft | 245ft | <ul style="list-style-type: none"> ▪ US90 (from east end of raised/grass median to Milton City Limits) ▪ SR89 (from US90 to SR87) ▪ CR191 Willard Norris Road ▪ CR197A Bell Lane ▪ CR191B Cyanamid/ Sterling Way ▪ CR197B West Spencer Field Road ▪ Luther Fowler Road |
| 6 | 440ft | 245ft | <ul style="list-style-type: none"> ▪ US90 (section with no raised/grass median) ▪ SR87 (from US90 to SR89) ▪ East Spencer Field Road |
| 7 | 125ft | 125ft | N/A |

~~Access Class 1— Limited Access Highways, designed for high speed, high volume traffic movements. Access is permitted only via interchanges.~~

~~Access Class 2—Highly controlled access facilities distinguished by their ability to carry high speed, high volume traffic over long distances in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads, a highly controlled limited number of connections median openings and infrequent traffic signals.~~

~~Access Class 3—These facilities are controlled access facilities where direct access to abutting land will be controlled to maximize the through movement of traffic. This class will be used where existing land use and roadway sections have not been built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways are distinguished by existing or planned restrictive medians and maximum distance between signals and driveway connections. Local land use planning, zoning and subdivision regulations should be such to support the restrictive spacings of this designation.~~

~~Access Class 4—These facilities are controlled access highways where direct access to abutting land will be controlled to maximize the through movement of traffic. This class will be used where existing land use and roadway sections have not been built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways are distinguished by existing or planned non-restrictive median treatments.~~

~~Access Class 5—This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of a major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned restrictive medians.~~

~~Access Class 6—This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4, and where the probability of a major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned non-restrictive medians or centers.~~

~~Access Class 7—This class shall only be used in urbanized areas where existing land use and roadway sections are built out and~~

where significant land use changes or roadway widening will be limited. This class shall be assigned only to roadway segments where there is little intended purpose to provide high speed travel. Access needs, though generally high in those roadway segments, will not compromise the public health welfare and safety. Exceptions to standards in this class will be considered if the applicants design changes substantially reduce the number of connections compared to existing conditions. These highways can have either restrictive or nonrestrictive medians.

TABLE 1

Access Classification of State and County Roadways

| <u>Jurisdiction</u> | <u>Segment</u> | <u>Access Class</u> |
|----------------------------|---|----------------------------|
| <u>State Roads</u> | | |
| SR 8 (I-10) | Escambia Co. Line to Ok. County Line | 1 |
| SR 30 (US 98) | Gulf Breeze City Limits to Ok. Co. Line | 3 |
| SR 87S | US 98 to Yellow River | 3 |
| <u>County Roads</u> | | |
| SR 87 to US 98 | East Bay Blvd. | 4 |

TABLE 2

Access Classification System & Standards

| <u>Access Class</u> | <u>Functional Class</u> | <u>Connection Spacing (feet)</u> | |
|---------------------|-------------------------|----------------------------------|----------------|
| | | <u>>45 mph</u> | <u>≤45 mph</u> |
| 1* | | | |
| 2 | Arterial | 1320 | 660 |
| 3 | Arterial | 660 | 440 |
| 4 | Arterial | 660 | 440 |
| 5 | Collector | 440 | 245 |
| 6 | Collector | 440 | 245 |
| 7 | Collector | 125 | 125 |

* access is permitted only via interchanges

b. ~~All connections on state and county facility segments that have been assigned an access classification shall meet or exceed the minimum connection spacing requirements of that access classification, as specified in Table 2.~~

c. ~~Separation between access connections for individual parcels on all collectors and arterials under local jurisdiction that have not been assigned an access classification and for activities within zoning districts that are exempt from this section shall be based upon the standards in Article 4.04.03(C)(5) and are as follows:~~

| <u>Between</u> | <u>Functional Class of Roadway</u> | <u>Distance</u> |
|----------------|------------------------------------|----------------------|
| | | <u>Access Points</u> |
| feet | Arterial | 300 |
| | Collector | 185 |
| feet | | |

2. Connection ~~d. Driveway~~ spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement. Where widening, relocation, or other improvement is indicated in an adopted transportation plan the Florida Department of Transportation Five Year Work Program, the projected future edge of the pavement of the intersecting road shall be used in measuring connection spacing.

3. Corner Clearance

- a. Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for the roadway.
- b. New connections shall not be permitted within the functional area of an intersection or interchange. Where no other alternative accesses, such as joint use driveways or cross access, exist, the County Planner may allow construction of an access connection along the property line furthest from the intersection. In such cases, directional connections may be required.
- c. Except for lots of record, in addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required front yard setbacks and corner clearance on street frontage.

4. Joint and Cross Access

Adjacent commercial and/or office properties classified as major traffic generators shall provide a system of joint use driveways, cross access easements and/ or pedestrian pathways to allow circulation between sites. Commercial and/or office projects developed adjacent to vacant property, which is in a compatible zoning district, shall make provision for cross access to the vacant property.

- a. When the connection spacing of this code cannot be met, the building site shall incorporate the following:
 - 1. A continuous service drive or cross access corridor extending the entire length of each parcel served to provide for driveway separation consistent with the access management classification system and standards. The service drive shall have appropriate turn lanes with storage and visible areas for pedestrian access.
 - 2. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 - 3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive;
- b. A unified access and circulation system that includes coordinated or shared parking areas is encouraged wherever feasible. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods or if adequate shared parking exists to accommodate both developments.

c. Pursuant to this section, property owners shall:

1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
2. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

5. Bicycle and Pedestrian Access: Safe and convenient pedestrian ways shall be provided between parking areas and from the building entrance to surrounding streets, existing external sidewalks and development outparcels.

a. When within four-tenths of a mile of residential areas, commercial development shall be designed to support bicycle and pedestrian mobility in accordance with the following:

1. Pedestrian circulation shall be provided between abutting commercial properties where appropriate through the use of walkways and similar pedestrian-oriented facilities.
2. Pedestrian facilities may be incorporated into the required landscape buffer.
3. Bicycle and pedestrian amenities shall be provided for commercial developments in accordance with the following standards:

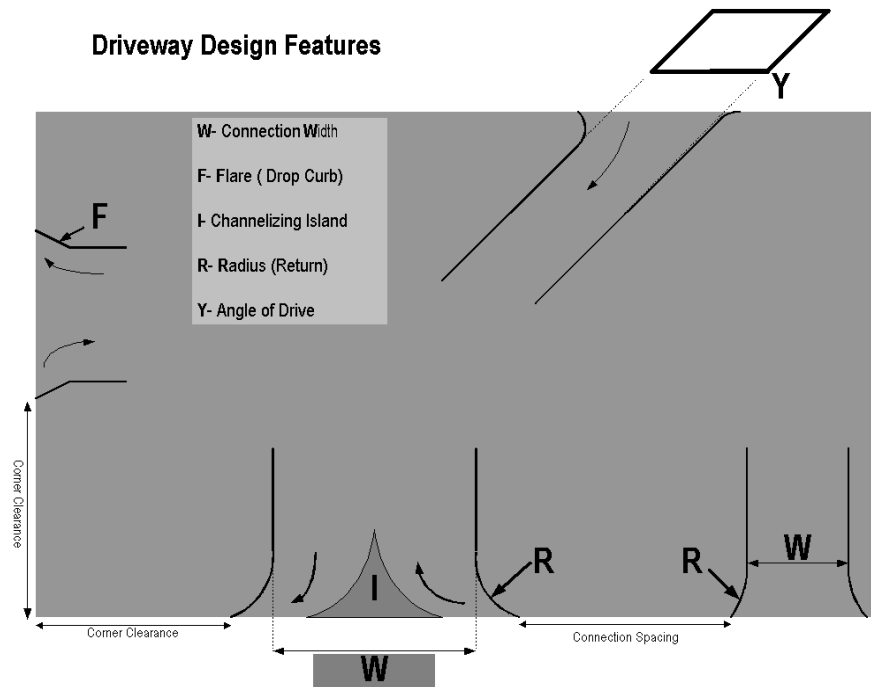
| Gross Floor Area of Project | Minimum Required Bicycle/Pedestrian Amenity |
|-----------------------------|---|
| 10,000-50,000gsf | One (1) Bike Rack One (1) Bench |
| 50,001-100,000gsf | Two (2) Bike Racks Two (2) Benches |
| 100,001+gsf | Four (4) Bike Racks Four (4) Benches |

Bicycle racks shall be of the inverted “U” type and shall be located within fifty (50) feet of the main entrance of the primary building. Benches shall be located within fifty (50) feet of the main entrance and should be incorporated into shaded areas of the landscape where feasible.

6. Driveways shall be designed to meet the following design standards:

| | |
|--|-----------------------|
| | Trips Per Hour |
|--|-----------------------|

| Design Feature | 1-5 | 6-60 | 61-400+ |
|--------------------------|--------------------|------------------------------------|------------------------------------|
| Connection Width (2-way) | 12' min 24' max | 24' min 36' max | 24' min 36' max |
| Flare (Drop Curb) | 10' min | 10' min | |
| Radius (curb return) | 25' min 50' max | 350' min 50' max | 305' min 75' max |
| Angle of Drive | | 60'-90' | 60'-90' |
| Traffic Separator | | 75 square feet 4' minimum width | 75 square feet 4' minimum width |



7. Interchange areas will be subject to special access management requirements to protect the safety and operational efficiency of the limited access facility. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The minimum distance to the first median opening shall be at least 1320 feet. This distance shall be measured from the end of the taper for that quadrant of the interchange.

8. Site Plan Information: A site plan for all properties within designated access management corridors shall supply the following information in addition to all other requirements:

- a. Location of all existing driveways, curb cuts and median openings within the minimum connection distance specified for the roadway's

access management classification (defined in the table in 4.04.03(D)2).

b. The following distances shall be noted on the site plan: Distance between driveways, corner clearance and median opening spacing.

6. Access Connection and Driveway Design

~~_____ a. _____ Driveway width shall meet the following guidelines:~~

~~(1) _____ If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of 16 feet and shall have appropriate signage designating the driveway as a one way connection.~~

~~(2) _____ For unsignalized two way access, each lane shall have a width of 12 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall be 10 feet wide.~~

~~(3) _____ Driveways that enter the major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 12 feet width, and one inbound lane with a 14 feet width.~~

~~b. _____ Driveway grades shall conform to the requirements of FDOT Standard Index, Roadways and Traffic Design Standard Indices, latest edition.~~

~~_____ c. _____ Driveway approaches must be designed and located to provide an _____ exiting vehicle with an unobstructed view. Construction of drive _____ ways along acceleration or deceleration lanes and tapers is dis _____ couraged due to the potential for vehicular weaving conflicts.~~

9. Non Conforming Access Features Permitted access connections, which exist as of the date of adoptions of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under any of the following conditions:

a. When new access connection permits are requested;

b. When the cumulative square footage of all enlargements or

improvements are at least 50% of the existing floor area or impervious surface area;

c. When a change in use, addition of square footage or remodel will result in a 25% increase in trip generation.

d. As roadway improvements allow.

10. Intergovernmental Coordination

Any application that involves access to the State Highway System shall be reviewed by the Florida Department of Transportation (FDOT) for conformance with state access management standards. A Notice of Intent to Permit an access connection is not a final connection permit and does not constitute approval from Santa Rosa County. FDOT will notify Santa Rosa County of all requests for new connection permits on US98, SR87, SR281, US90 and SR89. Santa Rosa County, in coordination with FDOT, may require modifications to property access during development review in accordance with County policies and regulations governing land development and inter-parcel circulation.

11. Variance Standards

A development that cannot meet the access requirements of this section and has no reasonable alternative means of access to the public road system shall be issued a temporary connection permit. When adjoining parcels develop which can provide joint or cross access, the temporary permit shall be rescinded and an application for a connection permit consistent with the requirements of this section shall be required.

Other variances to these standards may be granted by the Board of Adjustments where the effect would be to enhance the safety or operation of the roadway. Examples include, but are not limited to, a pair of one-way driveways in lieu of a two-way driveway, or alignment with a median opening(s).

4.03.07 Minimum Requirements for the Installation of Improvements in Subdivisions

A. General

1. All of the improvements required under this Ordinance shall be constructed according to plans approved by the CE with respect to construction details, subject to inspection and certified testing lab data supplied by the developer.

B. Turn Lanes Required In Some Instances: Development proposals shall provide turning lanes as required according to County specifications and shall be coordinated with the Florida Department of Transportation, as appropriate. Volume warrants for turn lanes shall be as follows:

| Roadway | Right Turn | Left Turn |
|----------------------------|----------------|----------------|
| State | | |
| 4-lane | All | All |
| 2-lane Urban (TPO) | ≥ 20 Lots | ≥ 10 lots |
| 2-lane Rural | ≥ 50 Lots | ≥ 25 Lots |
| County | | |
| Projected AADT ≥ 4000 | ≥ 50 Lots | ≥ 25 Lots |
| Projected AADT < 4000 | ≥ 60 Lots | ≥ 30 Lots |

ARTICLE THREE

3.00.00

DEFINITIONS

3.00.01 For the purpose of this ordinance, certain terms and words are defined as follows:

FUNCTIONAL AREA OF INTERSECTION: Physical area of the intersection, plus the vehicle storage queue area and the driver PIEV (perception, identification, evaluation and volition) decision distance. Reference Federal Highway Administration Publication Number FHWA-HI-92-033 for further guidance.

MAJOR TRAFFIC GENERATOR: Any commercial, office or residential use that generates more than 1% of the maximum allowable volume for the road segment. Trip generation shall be determined using the most recent edition of ITE Trip Generation.